AMPAC Meeting Summary 12/4/2019

Attendance

Advisory Committee Members

Transportation Commission: Casey Kane, Jake Jakubek, Carolyn Schroeder, Melissa McMahon, John Goebel

Maria Ciarrocchi, Alexandria Chamber of Commerce

Jeffrey Pool, Commission on Persons with Disabilities

Debby Critchley, West End Business Association

Staff

Jen Slesinger, Principal Planner

Chris Ziemann, Division Chief, Transportation Planning

Consultant Team

Erin Murphy, Kimley Horn

Wendy Phelps, Toole Design Group

Members of the Public

Bryan Kirken, Arthrur Imastato, David Olinger, Franz Vogez, Kay Stimson, Erini Winograd, Bill Rossello, Carter Flemming

Public Comments

- Alexandria Federation of Civic Associations; seeking representation on the committee
- Concern about the ~150 responses from a city of 150,000 people
- What is the usability factor of different modes?
- Acknowledging the reality of car-based environments, especially west of Quaker Lane, trips outside of Alexandria

Status Updates

- Outreach
  - Cross referenced lists with Census Committee
  - Community Champions
    - What are their priorities
    - How they can help
    - Bringing activity to community meetings, housing developments etc.
  - Stakeholder Meetings
    - Eisenhower Partnership – better transit, new mobility options
    - West End Business Association – diverse perspectives
    - Commission on Persons with Disabilities

- - - Federation of Civic Associations – need to address congestion/about quality of life
    - o Pop-Up Events
        - ▪ Talking to people out in the community
        - ▪ Work to do getting into the responses to priority responses
    - o Priorities Activity
        - ▪ At meetings/online
        - ▪ Jen sent out e-news on Tuesday; please share with member groups
        - ▪ 150 completed
        - ▪ Top 3 Priorities to Date – visual survey:
            - • Safe/Comfortable Places to Work
            - • Reliable and Efficient Transit
            - • Congestion Management
- • Policy
    - o Use AMP to accelerate other plans/objectives

Draft Indicator Discussion

- • Starting with them up front to help guide policies and ensuring goals are being met
    - o Can't achieve what we don't measure
    - o Revisit once recommendations are drafted to ensure they still fit
- • Draft Indicators by Guiding Principle
    - o **Accessible** – Mobility Index (citywide) | Percent of residents and jobs
        - ▪ Proposed indicator doesn't get at 'all ages and abilities,' being near a bus stop is not the same as being able to access it
    - o **Connected** – Connectivity Analysis within Neighborhoods |
        - ▪ Hoboken Example – good north/south and east/west connections for each mode within a given area
    - o **Convenient** – Resident Survey (every other year) | Percent of residents who say it's easy to get around
        - ▪ Can survey capture additional indicators?
    - o **Equitable** – Mobility Index |
        - ▪ MoveDC and Alexandria Transit Vision examples
    - o **Safe** – Number of crashes, fatalities, serious injuries
    - o **Sustainable** – Non-Single Occupancy Vehicle Mode Share | Short term: transit ridership, bikeshare trips, scooter ridership, survey data; Long term: develop metric to measure modes for all trips
        - ▪ Where is the environmental impact captured?
        - ▪ EAP – reduction in greenhouse gas emissions
        - ▪ Electric vehicles should also be included
        - ▪ City has 8-10 bike counters
- • Indicators by Chapter
    - o Under safety, there are bike/ped crashes. Where do vehicle crashes fit in?
        - ▪ Probably in Streets, but matrix is not fully fleshed out at this point

- How do indicators connect with other plans?
  - Should they be the same
- How do we address volume of traffic?
  - Congestion is an issue; the region is growing
  - How much can the city move the needle on congestion on a regional level?
  - Ease of getting around
  - Chapter-specific – Smart Mobility, data available
  - Volume data is one part of the puzzle, doesn't account for other factors
  - Can have lots of advances in many areas without actually resolving congestion
- Who or what will be measured? Just residents and people who work in Alexandria? People passing through?
  - Depends on the indicator
    - Accessible is more resident focused
    - Safe – all crashes = anyone
- Examples or options for Connectivity Analysis?
  - Identify community features for each neighborhood
  - What are the safe connections to these – local streets, sidewalk gaps, connected bike facilities, micro-mobility, transit routes
  - Needs to be replicable
  - Indicators from each chapter could build into this type of index/analysis
  - Would it account for walking distances?
- Convenient – as it relates to schools/school travel
  - Route quality
  - 2017 and 2020 walk audit results
- Vehicles Miles Traveled (VMT)
  - Multiple sources, replicable
  - Being collected for EAP
  - Can be challenging to assess at a city level, on an annual basis
- Organization by guiding principles makes sense
  - Like that they are outcome rather than output based

Innovative Ideas

Tonight's discussion will help lead into policies and recommendations. A sample of ideas were provided for discussion.

- Free Transit Passes (Kansas City)
  - "No charge" bus service
  - Example of Free Trolley
  - "Willingness to pay"
  - Region-wide discussions re: fare structures; discounted fares
- Cut through permit program (Fairfax, Falls Church)
  - Streets restricted to residents only or turn restrictions at certain times
  - Blocks on Fayette in Old Town – rush hour restrictions
  - Questions about how effective it is for overall traffic management

- Roundabouts (Carmel, IN)
  - Came up in bike/ped plan process
  - Can staff or consultants create educational materials through the AMP?
    - This was done well during the Vision Zero process
    - High level benefits/considerations
  - What are the accessibility implications? People with visual impairments
  - Existing content in Complete Streets Guidelines
- Electric cargo bikes (New York City)
  - For delivery services to use; free parking in city loading zones
- Columbus, OH
  - Programs focused on low-income residents – rides to prenatal care
- Access to real time information (Smart Mobility chapter)
  - Phones; Displays in public places
  - How good is the data?
  - Amsterdam – info on the bus, connecting buses

Next Steps/Action Items
- Develop policies and recommendations
- Upcoming Community Engagement
  - Pop-Ups
  - Stakeholder Meetings
  - Focus Group Meetings – online / in-person
- Next AMPAC Meeting – January 22, 2020